9. Since the power flows and grid parametres would not be under the control of the private company, the payment of transmission charge is not proposed to be linked to power flows and grid parametres.

10. Since the annual transmission charge itself would get decided through competitive bidding, it would not be necesary to go into the capital cost and various individual components of the transmission charges.

11. Joint venture between the main transmission agencies and the private company are not recommended. However, in case it is found to be necessary to form a joint venture for any particular transmission project, it has been recommended that the main transmission agency should have equal participation in the operation of the joint venture, and the selection of joint venture partner should again be based on a competitive bidding process.

12. The private transmission company would be required to enter into a Transmission Service agreement with the concerned SEB/ POWERGRID, for making available its transmission assets the latter, in entirely, for use, and getting paid for the same by the latter. The private company would then not be concerned with wheeling and third party access issues.

13. The transmission company would have to operate and maintain its assets according to the directions of the State Load Dispatch Centre/Regional Load Dispatch Centre, which should continue to be owned and operated by the respective SEB/successor organisation/ State transmission company and POWERGRID.

14. The private transmission company should be issued a transmission license by the concerned Government on the basis of recommendation from the concerned main transmission agency.

[English]

STD Facilities to Sub-Divisional Headquarters

1404. SHRI MURALIDHAR JENA : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether there is any proposal under consideration of the Government to connect all the district headquarters and Sub-Divisional Headquarters of the counry with STD facilities;

(b) if so, the number of District Headquarters and Sub-Divisional Headquarters connected with STD facilities, till date; and

(c) the time by when all District Headquarters and Sub-Divisional Headquarters are likely to be connected?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Yes, Sir.

(b) All the 522 District Headquarters and 1149 Sub-Divisional Headquarters out of 1206, have been connected with STD facility.

(c) STD facility is planned to be provided to all the remaining Sub-Divisional Headquarters with Telephone Exchanges, during 1997-99 subject to availability of resources.

Discontinuation of Trains

1405. SHRI B.K. GADHVI :
SHRI SANAT MEHTA :
SHRI SHANTILAL PARSOTAMDAS PATEL :

Will the Minister of RAILWAYS be pleased to state :

(a) the details of trains discontinued on Delhi-Ahmedabad route on account of conversion work of this line from MG to BG;

(b) whether only Delhi Mail has been restored so far after the completion of the conversion of this line from MG to BG; and

(c) if so, the time by which the other trains e.g. Ashram Express, Delhi Express, Aravalli Express are likely to be restored on this line?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) The following direct trains between Delhi and Ahmedabad were discontinued on account of Gauge conversion :-

1. Ahmedabad-Delhi Ashram Express
2. Ahmedabad-Delhi Mail
3. Ahmedabad-Delhi Express
4. Ahmedabad-Delhi Aravali Express

(b) and (c) 9105/9106 Delhi-Ahmedabad Mail has been introduced with effect from 3.5.97. It has also been decided to introduce Rajdhani Express (weekly) and Ashram Express (daily) during August'97. Introduction of additional trains between Delhi and Ahmedabad is not proposed presently due to operational and resource constraints.

[Translation]

Demand of ED Employees

1406. SHRI SANTOSH KUMAR GANGWAR : Will the Minister of COMMUNICATIONS be pleased to state :

(a) whether the Government are aware of the demands of extra-departmental employees;

(b) if so, the details thereof alongwith the steps proposed to be taken by the Government in this regard;

(c) whether Talwar Committee constituted for this purpose has submitted its report; and

(d) if so, the time by which a decision is likely to be taken for implementation of its recommendations?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) The Postal Department has been utilising the services of ED Agents for providing Postal services in the Country-side where the traffic density is too low to justify the management of Departmental employees. From time to time the ED Agents have been pressing for improving their service condition through their recognised Unions and as such we are aware of their demands.

(b) The details of the demands are given in the statement which have been considered in detail by Justice Talwar Committee appointed by the Goverment in this behalf.

(c) Yes, Sir.

(d) As per an agreement entered into by the Department with the ED Agents Union the Talwar Committee Report is to be first discussed by a Committee comprising of their Union representatives, DOP&T and Ministry of Finance. As such a final decision on the recommendations contained in the Report would be possible only after these modalities are completed. Discussions with the EDAs Unions have been already initiated in this behalf and all possible steps are being initiated to take final decision on the report.

Statement

Demands of ED employees put forward by three affiliated federations of the Deptt. of Posts are :

1. To declare that the ED Agents including applicants are entitled to get appropriate scales of pay and proportionate wages equal to their corresponding counterparts in the regular establishment to evolve suitable scheme for payment of equal pay for equal work.
2. To declare that the ED Agents being holders of civil posts are entitled to get all service benefits including scales of pay, annual increments and promotions, pension, earned leave, casual leave, LTC, HRA and such other benefits as are granted to the regular employees in the Department and direct the Goverment to extend such benefits of ED Agents forthwith.
3. Grant of pensionary benefits applicable to the regular departmental staff and taking into consideration the wages paid at the time of retirements on the basis of the length of service with benefits of commutation.
4. Grant of travelling allowance, medical allowance and pay scales with periodical increments as applicable to the regular staff.
5. Payment of gratuity at the rate paid to then regular staff and upper limit so fixed at Rs. 6000/- be quashed.
6. Extension of GPF and family pension benefits to ED Agents.
7. Extension of concession of compassionate appointment to one of the dependants/near relatives of an ED Agent who dies while in service.
8. Two time-bound promotions during their service in the Department-first promotion on completion of 16 years service and second promotion on completion of 26 years service as at present, no such promotional Avenues exist in the Department.
9. Payment of subsistence allowance to the ED Agents during the put off duty period, leave with wages including maternity leave to women ED Agents.
10. To direct the Government that the entire service of the ED Agents shall be counted for the purpose of fixation of pay for grant of pension etc.

[English]

Upgradation of Maninagar-Ahmedabad-Mumbai Rail Track

1407. SHRI VIJAY PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether any paln to upgrade the Maninagar-Ahmedabad-Mumbai railway track in the near future; and

(b) if so, the time by which the plan is going to be implemented?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : (a) and (b) Track is already upgraded on Mumbai Central - Ahmedabad section. The maximum permissible speed of trains on Mumbai Central - Vadodara section is 120 kmph. On Vadodara - Ahmedabad section, at present the speed is 100 kmph which is proposed to be raised to 110 kmph by 31.3.98 for which trials are being conducted.

[Translation]

Rail Engines

1408. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) the types of Rail engines available with the Railways at present, Zone-wise;